

To : CAMO Personnel, Contracted AMO personnel
CC : GAM Accountable Manager, GAM Quality Manager, GAM Engineering Manager
From : Continuing Airworthiness Manager (CAM)
Subject : Acceptance of Certificate of Conformity (CoC) as an Airworthiness Release Document

1. REFERENCE

- a. GAM/DGTA/CAME Issue 1 Revision 0 or later approved revision.
- b. GAM/DGTA/CAMP Issue 1 Revision 0 or later approved revision.

2. APPLICABILITY

- a. All state-registered aircraft managed by GAM CAMO

3. INTRODUCTION

- a. The MSTAR Form 1 or other equivalent forms detailed at AMC MSTAR 145.A.42(a) identifies the status of an aircraft component. Block 12 'Remarks' on the MSTAR Form 1, in some cases, contains vital airworthiness-related information which may need appropriate and necessary actions. The receiving AMO should be satisfied that the component in question is in satisfactory condition and has been appropriately released to service. In addition, the AMO should ensure that the component meets the approved data/standard, such as the required design and modification standard.
- b. It has been observed that there are difficulties in obtaining Form 1 as an Airworthiness Release Certificate from the Original Equipment Manufacturer (OEM) or maintenance organisation for aircraft components intended for use on state-registered aircraft (military aircraft). The query regarding this issue has been made to Directorate General Technical Airworthiness (DGTA) for clarification on the compliance of MSTAR 145.A.42 Acceptance of Components, refer Annex A.
- c. This notice is issued to inform all CAMO and AMO personnel of the acceptance of Certificate of Conformity (CoC) issued by OEM or maintenance organisation as an Airworthiness Release Document for aircraft components used for state-registered aircraft.
- d. Compliance with this notice is effective immediately.


4. REQUIREMENT

- a. When receiving a new or used aircraft component, contracted AMOs are required to ensure that the component is in satisfactory condition and has been appropriately released to service by referencing the Form 1 provided as an Airworthiness Release Certificate.
- b. In the event of there is no Form 1 provided, a Certificate of Conformity (CoC) issued by OEM or maintenance organisation certified with international airworthiness

	Continuing Airworthiness Notice (CAN)	
	CAN No. / Rev No.	CAN 70 / R0
	Date	28-Aug-2024

certification/standards is sufficient to be accepted as an Airworthiness Release Certificate for the aircraft component intended for state-registered aircraft, refer Annex A.

Kindly be informed and adhere to the requirement.



Zaty Nadhira binti Mohamed Zuhari
Continuing Airworthiness Manager

ANNEX A

From: nikafizul@galxyaerospace.my
To: "hanafiah yaacob" <hanafiah.yaacob@airforce.mil.my>
Cc: "SMM APMM Azhan" <azhan@galxyaerospace.my>, sumaili@galxyaerospace.my
Sent: Friday, August 23, 2024 3:33:10 PM
Subject: Status Certificate of <mailto:azhan@galxyaerospace.my> then airworthiness release certificate

Assalamualaikum wbt Tuan,

Pertamanya terima kasih atas sesi perbincangan yang sangat positif semasa pertemuan semalam. Harapan saya agar hubungan erat antara DGTA dan syarikat Galaxy yang wujud selama ini akan terus diraikan dalam menyokong keperluan SAO dan meningkatkan keupayaan MRO & aircraft engineering dalam negara.

Sebagaimana dibangkitkan, Syarikat mengalami kesukaran untuk mendapatkan Form 1 sebagai airworthiness release certificate bagi beberapa komponen yang diterima daripada vendor Syarikat untuk pesawat APMM yang didaftarkan sebagai state registered aircraft. Ia kerana status komponen tersebut adalah daripada dan untuk pesawat military (state) dan bukannya civil menyebabkan ia tidak dapat dikeluarkan oleh pembuat dan pusat pembaikan. Contoh yang dibawa semalam adalah untuk enjin Pratt & Whitney Corp (P&WC) PT6C-67C untuk pesawat AW139 yang selesai menjalani pembaikan di P&WC *service centre* di Canada hanya dibekalkan dengan CofC dan pihak P&WC tidak dapat mengeluarkan Form 1 berdasarkan status enjin tersebut. Untuk maklumat Tuan, enjin ini sangat diperlukan untuk penggantian kepada enjin yang akan *due for overhaul* dijangka pada awal September. Sebagai rujukan Tuan, disertakan CofC dan email daripada pihak P&WC berkaitan.

Selain daripada itu, terdapat juga komponen dan alat ganti yang diterima daripada Leonardo Helicopters yang hanya dibekalkan dengan CofC sahaja atas dasar yang sama.

Mohon pandangan dan nasihat sekiranya CofC memenuhi pematuhan kepada MSTAR 145.A.42 *Acceptance of Components* atau terdapat kriteria tertentu yang membenarkan CofC diterima.

Maklum balas Tuan terhadap perkara ini amat dihargai. Sekian, terima kasih.

Kdr Nik Afizul bin Nik Alias TLDM (Bersara)
0175189799

8/28/24, 9:19 AM

Gmail - Re: Fw: Fw: Status Certificate of Conformity sebagai dokumen airworthiness release certificate

From: Zamzuri Talib <zamzuritalib.dgta@gmail.com>

Sent: 26 August 2024 22:40

To: nikafizul@galaxyaerospace.my <nikafizul@galaxyaerospace.my>

Subject: Re: Fw: Status Certificate of Conformity sebagai dokumen airworthiness release certificate

Walaikumussalam Nik Hafizul

Status Form 1 sbg Airworthiness release cert tidak dapat dikeluarkan ke atas part /komponen untuk penggunaan bagi non-civil registered aircraft (military ac) adalah difahami. Sehubungan dengan itu, untuk status semasa CoC dari mana2 OEM atau maintenance organisation yg certified dengan persijilan /standard Airworthiness antarabangsa adalah diterima pakai sebagai dokumen pengesahan yang valid di dalam kerangka Airworthiness Mgmt System MSTAR-145.

Sekian.

Diharap penjelasan ini dapat melancarkan urusan pihak syarikat.

Sekian. Terima kasih.

Lt Kol Zamzuri Talib TUDM
PS1 Maintenance Authority Body (MAB)
DGTA